Palmetto AVIATION

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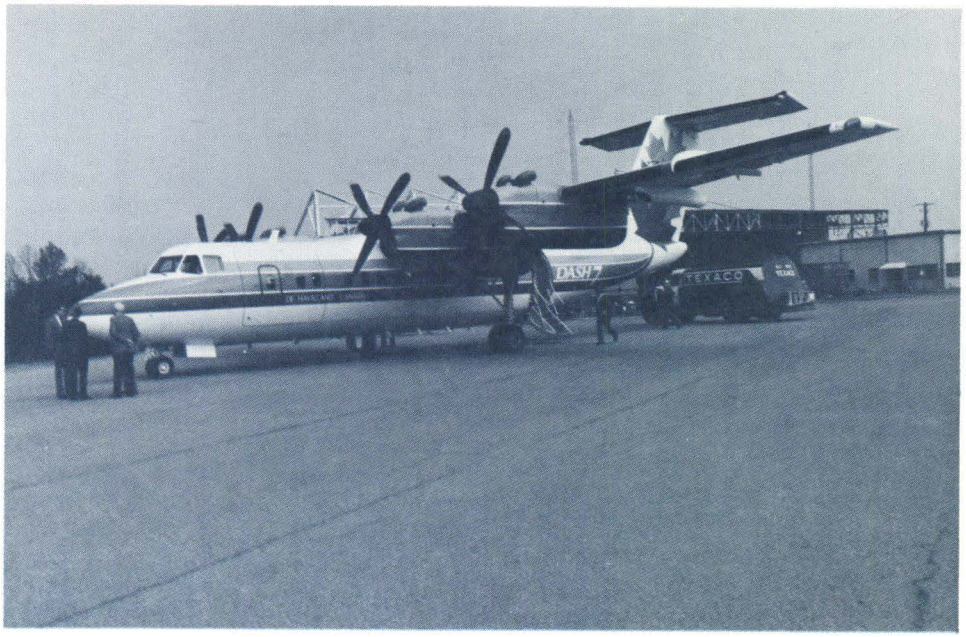
4 engine plane may serve island

This 46-passenger de Havilland Dash 7 may begin serving Hilton Head with three flights daily later this year if cost figures prove out. The aircraft is large, but needs only 700 feet of runway for takeoff.

(Aeronautics Commission photo).



Hilton Head commuter service proposed

Bartlett M. Shaw, a St. Simons, Ga. travel agent and former commuter airline operator, is looking hard at the possibility of beginning four-engine commuter service between Hilton Head and Atlanta this year.

If the figures look good and the financing package can be tied up, Shaw anticipates starting three flights-a-day service in de Havilland Dash 7's August 1.

The fare would be the same as the present Savannah-Atlanta coach fare, about $88.

Although the 46 passenger Dash 7 is expensive for a commuter aircraft, costing over $7 million each, Shaw said it is the only airplane for the market.

"It's got to be an aircraft that is going to attract the traffic. Going in with Beech 99's and Twin Otters and aircraft of that type is just not going to do it. They are not sophisticated equipment.

"The Dash 7 is a short take off and landing aircraft and it has the ability to operate to and from the island on the hottest summer days with full load capability," he said.

"We'll never have the restriction we had when we operated there," former president of Air South said. "We could take 40 people in on a Fairchild 27 and we were fortunate if we could take 17 or 18 our again."

The airplane is also quiet — what Shaw calls a "good neighbor airplane" and it is fuel efficient to boot.

Shaw is expected to make a decision early this month whether to go ahead with the service or not.

"We are still studying the cost figures, but I understand Delta deplanned 320,000 passengers in Savannah during its last fiscal year. Forty percent of them went to Hilton Head.

Shaw said his re-entry into the commuter airline market means a staggering investment. Establishing the service will cost at least $22 million.

"The airplanes cost in excess of $7 million each. Two will be $14 million plus about $1.5 million for spares, so its a $17 million package just for equipment," he said. "Then you are looking at between $4.5 and $5 million in operating costs for the first 12 months," he said.

Shaw realizes it will take time to establish the service and build it into a profit making operation.

"Having been in this game, there is no way I could undertake this program unless I was sure it was totally

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Transcripts of Air Florida Flight 90,

PAGES 4 & 5

PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

Offices at Columbia Metropolitan Airport
Mailing Address:
P.O. Drawer 1987
Columbia, S.C. 29202
Phone 803 758 8037

BOOK REVIEW

'Orbit' is High Altitude Adventure

ORBIT by Capt. Thomas H. Block. Coward, McCann and Geoghegan, Inc., 304 pages, $13.95, February, 1982.

Capt. Thomas Block's second novel is a surprise coming from an airline pilot. We have gotten used to thinking of these men that fly the airliners as highly skilled but largely unimaginative people whose feet are planted firmly in the realities of their day to day routines.

So it was with interest that I opened *Orbit*, a novel in which Capt. Block has imagined what might happen to a commercial rocket-jetliner that becomes stranded in earth orbit.

On a routine flight from New York to Australia, something goes wrong with the complex electronic rocket control system. The takeoff is normal, but as the aircraft climbs to its assigned crusing altitude of 200,000 feet, the passengers begin to feel something is not right. They realize the plane is going much too fast and too high.

The pilot, unable to cut the power by any means, has no choice but to raise the nose to slow the aircraft and keep it from burning up in the atmosphere. The jet climbs almost straight up as the two rocket engines pound out 100 percent thrust. Then, suddenly these engines are silent, their fuel exhausted, but the aircraft has been thrust into low earth orbit; the 100 passengers and crew float weightless in the cabin, their lives threatened by the lack of oxygen and debris that float around them.

As NASA rushes to launch the space shuttle on a spectacular rescue mission, an executive at United Aerospace — the aircraft manufacturer — seeks a more earthly solution. He's convinced that the rocket control malfunction was too complex to have happened by chance. He believes a very sophisticated saboteur was responsible for the runaway ship and sets out on a desparate search against the clock to find him.

The story is an imaginative look at what might happen in the not too distant future when commercial air carriers begin traveling at the fringes of space.

The book is not strong on characterization, and chracter response is sometimes more juvenile than I would have preferred — particularly the passenger doctor and copilot's attempt to take over the ship from the captain — but Capt. Block knows his technology and he knows his airplanes. In fact, I would have preferred to read more about the Star Streak, which seems to me a fascinating airplane, than to wade through the lengthy conversations between bureaucrats trying to decide how to save the airplane.

But on balance, I recommend the book, particularlyb if you like reading about airplanes and flying. It should provide an exciting couple of nights diversion for action-adventure fans.

—Bill Goodwin

About the author

Aviation enthusiasts throughout the world look to Thomas H. Block's column in *Flying* magazine for the sound advice he provides. At 37, he is one of the youngest men to occupy the command seat of an airliner. He has been flying for 20 years, seventeen of which have been at the airline level. He now lives in Pittsburgh with his wife Eileen and their three children. □

continued from p. 1

committed from a financing standpoint. It's going to take a considerable amount of money to sustain the operation until it can be brought up to a profitable situation. That's not going to happen overnight," he said.

Later, If all goes according to projection at Hilton Head, Shaw plans a phase II expansion which will tie the Charlotte market to the island.

"We have had in depth conversations with Piedmont because Charlotte, in my judgement, is a very natural gateway for Hilton Head.

Shaw noted that Piedmont present has 78 flights a day through Charlotte. "I think Charlotte could, ultimately, become a bigger gateway than Atlanta."

Shaw spent 22 years with Scandanavian Airlines before he took over Air South in 1971. He operated that for four years and then sold it to Florida Airlines. □

El Paso man wins airplane sweepstakes

Frank E. Hardy, 41, of El Paso received the surprise of his life recently upon hearing that he had won a $50,000 airplane of his choice in the General Aviation Manufacturers Association SAFE PILOT '81 Sweepstakes. GAMA official Susan Gordon handed Hardy a catalog of aircraft models from which to choose his new airplane.

The lucky grand prize winner was one of 376,000 people who attended one of 9,000 Federal Aviation Administration (FAA) safety seminars and clinics last year promoted by the General Aviation Manufacturers Association. These seminars in safety education bring pilots up to date on the latest in flying knowledge. GAMA promoted the program each year by awarding a new airplane.

Hardy, an electrical technician at William Beaumont Army Hospital, has attended safety seminars several times during the past five years. He first learned to fly in 1962 and has since logged over 1,200 flying hours with a perfect safety record. The new airplane winner has earned his FAA Phase I and II "WINGS" under the FAA Pilot Proficiency Award Program through his participation in the FAA safety seminars.

The El Paso resident is an instrument and commercial air taxi rated pilot — and now an airplane owner. □

1982 Contest is underway

— GAMA's new SAFE PILOT Sweepstakes and the 1982 FAA Accident Prevention Seminars are now underway around the country for pilots and student pilots. Seminar participants are eligible for GAMA's Sweepstakes Prize of a $60,000 airplane and can earn FAA "WINGS" under the FAA Pilot Proficiency Award Program. □

Breakfast Club

The S.C. Breakfast Club will meet at the following airports in March, April and May:

Mar. 21 Harstville Airport
Apr. 4 Dabbs field, east of Sumter (formerly "Cloud 9")
Apr. 18 Greenwood Airport
May 2 Greenville Downtown Airport
May 16 John's Island

Those attending should plan to arrive before 10 a.m. Breakfast is usually from 10 to 11 a.m. □

Aviation Calendar

Mar. 16: FAA Safety Seminar, Florence CAP Building Florence, S.C., 7:30 p.m.

Mar. 18: FAA Safety Seminar, Santee Cooper Auditorium, Myrtle Beach, S.C. 7:30 p.m.

Apr. 10-11 Blue Angels Air Show, Donaldson Center, Greenville, S.C. to benefit the Shriners Hospital for Crippled Children. Contact: Walt Wilder

Apr. 16: Cheraw Air Show, Cheraw, S.C. Contact: Jonas Whitley 537-9626

Apr. 17-18: Annual stearman fly in, Clio, S.C. Open to all: experimental, warbirds, factory builts. Contact: Sherman Hanke 586-9225.

Apr. 20: FAA Safety Seminar, Greenwood Airport, Greenwood, S.C., 7:30 p.m.

Apr. 30, May 1-2: EAA Chapter 3, Antiques and Classics, spring fly-in, Statesville, N.C.

Sunbird forced to cut some flights

Sunbird Airlines has cut its flights between Columbia and Savannah, Ga., Jacksonville, Fla., and Norfolk, Va.

Sunbird, which caters to business people who fly frequently, said it will keep its Columbia service to Greenville, Knoxville, Tenn., Richmond, Va., and Raleigh-Durham, N.C.

Sunbird President Ralph Quinlan said losses of more than $2 million forced the airline to cut back its schedule. He blamed a continued poor economy and the air traffic controllers' strike last summer.

The cutbacks will slice Sunbird's Columbia schedule of 12 flights a day to six, Quinlan said.

Quinlan said he hoped the cutbacks are only temporary and that the flights eliminated can be revived later if the economy improves.

"Our figures show business travel is down 50 percent of what it should be," he said.

"No one is flying," he said. "If the economy turns around, we're going back in" to the cities scratched from the schedule.

Sunbird, based in Catawba, N.C., started operations in Columbia a year ago after the company's service to several North Carolina cities proved successful.

It picked Columbia as a "hub" for part of its operations because most airline passengers boarding flights in Columbia had to make connections in Atlanta or Charlotte for near-by cities in the Southeast.

Quinlan said a study by his company that showed an excellent demand for flights between Columbia and the three cities to be eliminated from the schedule may have been "more than optimistic."

"We stayed in long enough to see if we could make a profit," Quinlan said. He said when losses for the three cities alone hit $2 million, the decision was made to pull out.

As a result, Sunbird will be on sound financial ground, Quinlan said.

"We're still very strong on the hub thing," he said. "And we feel it will be a good opportunity down the road." □

Air Florida crew joked about ice bef

Editor's note: *The following is a transcript of the cockpit voice recorded tapes of Air Florida Flight 90 (Palm 90).*

Communication within and from the aircraft is in regular type. All other communications are in italic type.

All times are on the basis of the 24-hour clock, i.e. 1500 is 3 p.m.

1534:24
Captain: Here comes the chain tractor.
1535:06
Tractor: Ready to roll.
Captain: Ready to roll.
Tractor: Brakes off.
Captain: Brakes are off, "A" pumps are off, interconnects closed.
Tractor: Bet those vacuum cleaners would do wonders as a snow melter.
Captain: Sure do.
First Officer: Yeah.
1535:40
First Officer: I guess (I) never even thought about it being a little plane like this, figured they'd push it out of there, you know, but we're pretty heavy, we're a hundred and two thousand sittin' there.
1536:13
First Officer: Maybe we can taxi up 'side a some seven-two sittin' there runnin', blow off whatever (accumulated on the wings).
1536:19
Tractor: You can start engines if you want, I don't know whether you got 'em running or not.
1536:23
Captain: I'll tell you what, I'm gonna wait till you disconnect before I start them up so I can get the buckets closed.
1536:31
Ground Control: Okay, parking brakes.
1536:34
Captain: Okay, brakes are set.
Tractor: Stand by for salute and we'll see ya later.
1536:43
Captain: Right'o, thanks a lot.
(Captain and first officer finish engine check-list and start engines.)
1538:19
First Officer: You want me to hold the flaps till we get up closer?
1538:19
Ground Control: Can you get around that Palm on the pushback.
1538:34
First Officer: Ground Palm ninety, we're ready to taxi out of his way.
1538:38
Ground Control: Okay Palm ninety, roger, just pull up over, behind that, ah, TWA and hold right there, you'll be falling in line behind a, oh, Apple DC nine.
1538:47
First Officer: Palm one ninety.
1539:29
First Officer: Boy, this is shitty, it's probably the shittiest snow I've seen.
(Sound of takeoff warning horn.)
(Beginning of flight attendant P/A.)
1540:15
Captain: (Unintelligible words) go over to the hangar and get deiced.
First Officer: Yeah.
First Officer: Definitely.
Captain: (Unintelligible words) deiced (unintelligible words, laughter).
First Officer: Yeah, that's about it.
1540:42
First Officer: It's been a while since we've been deiced.
Captain: Think I'll go home and (unintelligible word).
1541:24
First Officer: That Citation over there, that guy's about ankle deep in it.
(Sound of laughter.)
1541:47
First Officer: Hello, Donna.
Head Stewardess: I love it out here.
First Officer: It's fun.
Head stewardess: I love it, the neat way the tire tracks.
1543:22
First Officer: Pretty poky.
1546:21
Captain: Tell you what, my windshield will be deiced, don't know about my wing.
1546:27
First Officer: Well, all we really need is the inside of the wings anyway, the wing tips are gonna speed up by 80 anyway, they'll, they'll shuck all that other stuff.
(Sound of laughter.)
1547:32
Captain: (Gonna) get your wing now.
1547:37
First Officer: D'they get yours? Can you see your wing tip over'er?
Captain: I got a little on mine.
First Officer: A little.
1547:46
First Officer: This one's got about a quarter to half an inch on it all the way.
1547:53
First Officer: Look how the ice is just hanging on his, ah, back, back, see that?
First Officer: Side there.
1548:06
First Officer: It's impressive that these big old planes get in here with the weather this bad, you know, it's impressive.
1548:13
First Officer: It never ceases to amaze me when we break out of the clouds, there's the runway anyway, d'care how many times we do it. God, we did good! (Laughter).
1548:24
First Officer: See all those icicles on the back there and everything?
Captain: Yeah.
1548:59
First Officer: See this difference in that left engine and right one?
Captain: Yeah.
First Officer: Don't know why that's different.
1549:05
Captain: Less it's hot air going into that right one. That must be it.
First Officer: From his exhaust.
First Officer: It was doing that in the chocks awhile ago but, ah.
Ground Control: Okay, Palm ninety, cross runway three and if there's space and then monitor the tower on nineteen one, don't call him, he'call you.
1549:49
First Officer: Palm ninety.
1550:08
First Officer: I'm certainly glad there's people taxiing on the same place I want to go, 'cause I can't see the runway, taxiway without these flags.
First Officer: This thing's settled down a little bit, might'a been his hot air going over it.
1551:23
Stewardess: We still fourth?
First Officer: Yeah.
Stewardess: Fourth now.
1551:38
First Officer: We're getting there, we used to be seventh.
1551:54
Captain: Don't do that Apple, I need to get the other wing done (sound of laughter).
1552:04
Tower: Now for Palm ninety, if you're with me you'll be going out after, ah, the red DC nine Apple type.
1552:09
First Officer: Palm ninety.
1553:21
First Officer: Boy this is a, this is a losing battle here on trying to deice those things, it (gives) you a false feeling of security, that's all it does.
Captain: That, ah, satisfies the Feds.
First Officer: Yeah.
First Officer: As good and crisp as the air is and no heavier than we are I'd. . .
Captain: Right there is where the icing truck, they oughta have two of them you pull right. . .
First Officer: Right out
1553:42
Captain: Like cattle, like cows right in between these things and then. . .
First Officer: Yeah, and you taxi

e takeoff, realized disaster too late

through kinda like a car wash or something.
Captain: Yeah.
1553:51
Captain: Hit that thing with about eight billion gallons of glycol.
1554:04
First Officer: Boy I'll bet all the school kids are just (unintelligible word) in their pants here. It's fun for them, no school tomorrow, ya hoo (sound of laughter).
(Captain and first officer discuss alternate airport; comment on other aircraft while waiting for takeoff.)
1557:42
First Officer: Do you want to run everything but the flaps?
Captain: Yeah.
1557:55
First Officer: I think we get to go here in a minute.
1558:00
First Officer: Flaps we don't have yet.
1558:01
First Officer: Stab trim set at five point three.
1558:02
Captain: Set.
1558:03
First Officer: Zero fuel weight, we corrected that up.
1558:05
First Officer: Ought to be, ah, seventy nine one now.
Captain: seventy seven.
1558:08
First Officer: Seventy seven one.
1558:09
Captain: Set.
First Officer: Okay.
1558:10
First Officer: EPR all the way two oh four.
First Officer: Indicated airspeed bugs are a thirty eight, forty, forty four.
1558:16
Captain: Set.
1558:21
First Officer: Cockpit door.
Captain: Locked.
1558:23
First Officer: Takeoff briefing.
1558:24
First Officer: Air Florida standard.
1558:26
First Officer: Slushy runway, do you want me to do anything special for this or just go for it?
1558:31
Captain: Unless you got anything special you'd like to do.
1558:33
First Officer: Unless just takeoff the nose wheel early like a soft field takeoff or something.
1558:37
First Officer: I'll take the nose wheel off and then let it fly off.
1558:39
First Officer: Be out the three two six, climbing to five, I'll pull it back to about one point five supposed to be about one six depending on how scared we are.
1558:45
(Sound of laughter)
1558:47
First Officer: Up to five, squawk set, departure is eighteen one, down to flaps (sound of laughter)
1558:55
Tower: Palm ninety taxi into position and hold, be ready for an immediate.
1558:58
First Officer (to Tower): Palm ninety position and hold.
1558:59
(Sound similar to parking brake being let off.)
1559:00
(Sound of takeoff warning.)
(Sound similar to flap lever activation.)
1559:03
(Sound of takeoff warning ceases)
1559:06
Public Address System: Ladies and gentlemen, we have just been cleared on the runway takeoff, flight attendants please be seated.
(Captain and first officer complete takeoff checklist.)
Tower: Palm ninety cleared for takeoff.
1559:26
First Officer: Palm ninety cleared for takeoff.
Tower: No delay on departure if you will, traffic's two and a half out for the runway.
1559:32
First Officer: Okay.
1559:32
Captain: Okay.
1559:45
Captain: Your throttles.
1559:46
First Officer: Okay.
1559:48
(Sound of engine spoolup.)
1559:49
Captain: Holler if you need the wipers.
1559:51
Captain: It's spooled.
1559:53
(?) Ho.
(?) Whoo.
1559:54
(?) Really cold here.
First Officer: Got 'em?
1559:56
Captain: Real cold.
1559:57
Captain: Real cold.
1559:58
First Officer: God, look at that thing.
1559:59
16:00:02
First Officer: That don't seem right does it?
16:00:03
16:00:05
First Officer: Ah, that's not right.
16:00:07
First Officer: Well (questionable text).
16:00:09
Captain: Yes it is, there's eighty.
16:00:10
First Officer: Naw, I don't think that's right.
16:00:19
First Officer: Ah, maybe it is.
16:00:21
Captain: Hundred and twenty.
16:00:23
First Officer: I don't know.
16:00:24
16:00:31
Captain: Vee one.
16:00:33
Captain: Easy.
16:00:37
Captain: Vee two.
16:00:39
(Sound of stickshaker starts and continues to impact.)
16:00:41
Tower: Palm ninety, contact departure control.
16:00:45
Captain: Forward, forward.
16:00:47
(?): Easy.
16:00:48
Captain: We only want five hundred.
16:00:50
Captain: Come on, forward.
16:00:43
Captain: Forward.
16:00:55
Captain: Just barely climb.
16:00:59
(?): Stalling, we're falling (questionable text).
16:01:00
First Officer: Larry, we're going down, Larry.
16:01:01
Captain: I know it.
16:01:01
(Sound of impact.) □

New MOA is activated by Air Force

by Lt. Joseph Renis
Pilot, 21 TASS, USAF

Gamecock I (India) is a Military Operations Area (MOA) within South Carolina that you - the general aviation pilot - should know about.

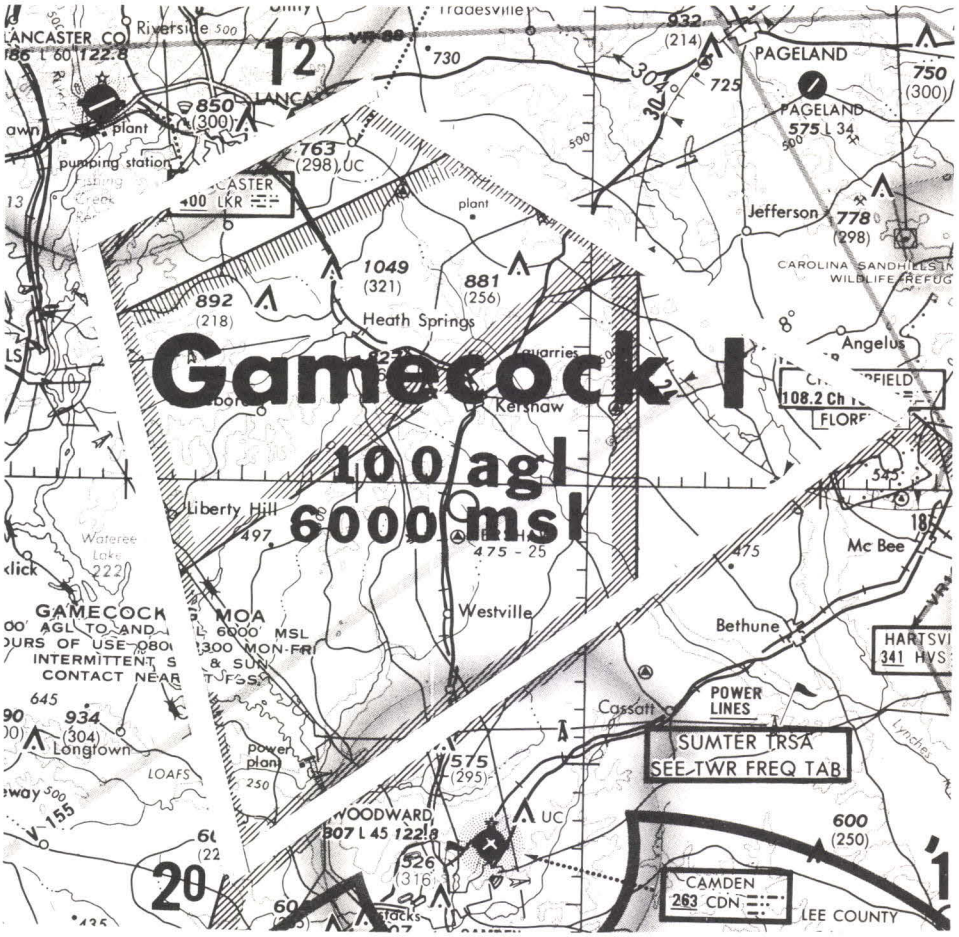
What is a MOA? Where is Gamecock India MOA located? How does India MOA affect me, the IFR and/or VFR pilot? The answers to those questions await readers who read on. . ..

Military operations areas exist throughout the United States. As you may be aware, a MOA contains assigned airspace established outside positive control areas that has defined vertical and lateral dimensions. The establishment of a MOA is necessary to separate/segregate certain military activities from IFR traffic and to identify for VFR traffic where these activities are conducted.

Gamecock I is a MOA that was established in October 1981 and now incorporates the previous MOAs known as Gamecock F (Foxtrot) and G (Golf). Gamecock I is centered roughly around the town of Kershaw, SC. Major geographic references around the MOA are: Lancaster to the North, Wateree Resevoir to the West, Camden to the South, and Carolina Sandhills National Wildlife Refuge to the East. The altitude block for Gamecock I is from 100′ AGL to 6000′ MSL.

Gamecock I is primarily used to train pilots in simulated low altitude weapons delivery. The types of aircraft frequently using this MOA are: 0-2, A-7, A-10 and F-4. While operating in Gamecock I, these aircraft are not carrying ordnance and their targets are simulated. Their training us primarily conducted between 100-1000′ AGL at speeds ranging from 100 to 480 knots. However, be vigilant of military activity as high as 6000′ MSL. The flight path and altitude of these aircraft vary dramatically as tactics to and from the simulated targets dictate.

Because of its location, activation of Gamecock I may have an effect on general aviation. Airway V-155, between Chesterfield VOR and Augusta VORTAC, runs through the



southern portion of the MOA with other airways surrounding the remaining three sides. If Gamecock I is active, Jacksonville Center may require IFR traffic to either climb above the MOA, or be re-routed around it.

While VFR aircraft are not prohibited from flying through any Military Operations Area, it is not recommended. If it is absolutely necessary to transit through Gamecock I, Jacksonville Center can offer, traffic permitting, flight following and traffic advisories. Also, if you plan to fly through or near Gamecock I, it is recommended you call Florence FSS for the status of this MOA when flight planning. They will give you the altitude blocks, active times, and frequencies to contact Jacksonville Center.

Hopefully, this article has provided you with a better understanding of the routine activities conducted in Gamecock I.

Low level exercise set March 15-18

Increased military flying activity this month will require extra vigilance on the part of all pilots operating in the eastern portions of the state.

The 354th Tactical Fighter Wing (TFW), Myrtle Beach AFB, will conduct a battle exercise involving intense flying activity during the week of March 15 through 18.

General Aviation pilots should expect heavy A-10 Thunderbolt activity within a 100 mile radius of Myrtle Beach AFB. Pilots should be expecially viligant around Gamecock C and Gamecock I Military Operating Areas (MOA's) and restricted area R-6002. The majority of A-10 activity will be, but not limited to, below 1500 feet AGL.

Pilots should also be aware of other military aircraft operating with the A-10's. This is a periodic exercise designed to train and test the A-10 pilots in tactics and procedures. It is a part of an overall training program to maintain the fighter wing in a high state of readiness. □

Tower enroute Program expanded

The Federal Aviation Administration has expanded a program that permits aircraft to make cross-country instrument flights under the control of the agency's terminal radar control facilities.

The agency has expanded the Tower En Route Control Program to include more routes between adjacent airport terminal areas, which control airspace within approximately a 40-50 mile radius of the airport. By flying these routes, pilots do not enter the airspace controlled by the air route traffic centers and do not have to contact center controllers.

The action will reduce the workload on FAA's air route traffic control centers, which normally handle instrument flights between airport terminal areas.

The expanded program adds more than 25 facilities to the approximately 120 facilities already providing this service. There are over 1,354 routes published for this program with the possiblility of more being added. Most of the expanded program became effective Jan. 21 and will include the 22 major airports where flight restrictions have been in effect since the controllers' strike last August.

By using Tower En Route, pilots flying between Springfield, Ill. and Indianapolis, Ind., for example, would be under the control of the Springfield, Ill., Champaign, Ill., Lafayette, Ind. and Indianapolis terminal facilities. They would not need to contact either the Chicago or Indianapolis air route traffic control centers.

The program is designed primarily for aircraft flying at altitudes of 10,000 ft. and below. It is not intended for turbo-jet aircraft, which operate more efficiently at higher altitudes, although some flights between certain city pairs will be allowed as they have in the past.

Pilots participating in the Tower En Route program are encouraged to use it for flights of two hours or less. Longer flights are discouraged because they require extensive coordination between air traffic control facilities.

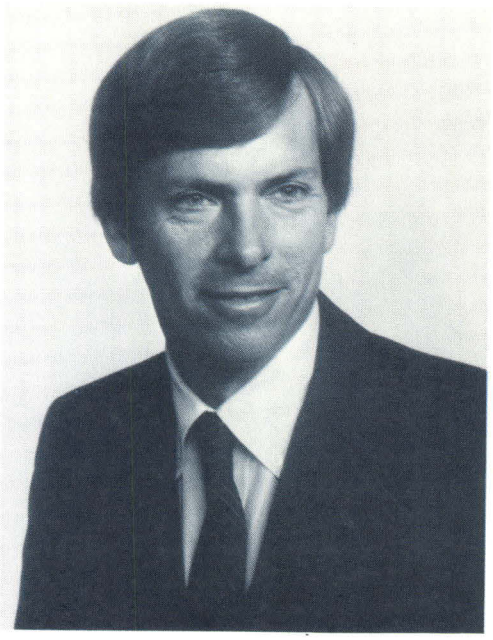
The Tower En Route program does not require reservations like the FAA's General Aviation Reservation (GAR) program does for pilots who fly under instrument flight rules in en route airspace. The GAR program was initiated by FAA last October.

Graphics and route descriptions of the expanded Tower En Route program have been published in the Airport/Facility Directory. Information also will be included in the Airman's Information Manual, and letters to airmen will be distributed within local jurisdictions.

Since some participating terminal facilities operate on a part-time basis, pilots must consult Notices to Airmen (NOTAM) to determine the operational status of facilities along their planned routes.

FAA proposes change in cross-country rules

FAA has issued a proposed rule that would give pilot schools and flight instructors greater flexiblility in determining where to send students on solo cross-country flights required for private and commercial pilot certificates. Currently, the private student is required to fly a 300-nautical mile (NM) cross-country with at least three landings and leg lengths of at least 100 NM. The prosposal would drop the requirement for 100-mile-leg lengths but would require one of the three landings be made at least 100 miles from the original departure point. A similar change would be made for commercial pilot applicants who now must fly a 600-NM cross-country with 200-NM leg lengths between landings. The proposal says one of the three landings must be at least 250 miles from the original point of departure. □



Dean Harton

Harton named Hawthorne Vice President

Dean Harton has been elected executive vice president of Charleston based Hawthorne Aviation.

Harton will have primary responsibility for the three operating division of Hawthorne: general aviation, wholesale and government contract.

Harton joined Hawthorne in 1968 as a flight instructor. He has served as a charter pilot, retail salesman, wholesale salesman and distribution manager. In 1977, he was named vice president and general manager of the wholesale division. He also serves on the board of directors and as financial officer for the corporation.

Harton is an active member of the Aviation/Space Writers Association and has had numerous articles published in national aviation and non-aviation magazines. He holds an airline transport pilot certificate and has logged over 7000 hours of flight time.

Hawthorne board chairman Vernon Strickland said, "We are all very proud of Mr. Harton's personal growth during his career with Hawthorne. he has excelled at every challenge that has been offered and we are confident that the company will prosper from his leadership."□

SOUTH CAROLINA
AERONAUTICS COMMISSION
P.O. Drawer 1987
Columbia, South Carolina 29202

SCAAA Officers

Officers elected at the recent annual convention of the South Carolina Agricultural Aviation Association are front row, left to right: Jack Ross, immediate past president; Bobby Merck, president; Don Steed, first vice president; Jack Woodward, second vice president; Bill Harper, Director. Back row, left to right: John Roberts, Director; Marrion Stukes, secretary treasurer and James Philips, pilot director.

(Aeronautics Commission photo)